

IRON SHIPS.

No. 2464 Survey held at Ramfear Date April 11th Recd 13/4/66 18 66
 on the Thos S. S. Papaya Master Carl. Fitch
 Tonnage under tonnage deck 214.11 Built at Ramfear When built 1866 Launched March 14 1866
 Ditto of poop or spar deck
 Ditto of engine room 48.39 By whom built Anderson, Coulter & Co Owners Ray & Lillendahl
 Total Register tonnage 138.42 Port belonging to Siddeford, Island Destined Voyage Whale Fishery
 Gross tonnage 214.11
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building and Afloat

Length aloft		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		N ^o . of Decks	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.			
115.8	8	22.1	1	12.2	38	40	1		

Dimensions of Ship per Register, length 115.8 breadth 22.1 depth 12.2

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
if bar iron, depth and thickness	<u>2 1/8 x 1 1/4</u>	<u>6 1/2 x 2</u>	Plates in Garboard Strakes, breadth and thickness	<u>33</u>	<u>2 1/8 x 2 1/8</u>
if plate iron, breadth and thickness	<u>4 1/8 x 1 1/4</u>	<u>6 1/2 x 2</u>	Ditto from Garboard to upper part of Bilges	<u>1/16</u>	<u>1/16</u>
if bar iron, moulding and thickness	<u>4 1/8 x 1 1/4</u>	<u>6 1/2 x 2</u>	from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	<u>1/16</u>	<u>1/16</u>
if plate iron, breadth and thickness	<u>4 1/8 x 4</u>	<u>6 1/2 x 4</u>	from 3/4ths depth of Hold to lower edge of Sheerstrake	<u>1/16</u>	<u>1/16</u>
if bar iron, moulding and thickness	<u>21</u>	<u>21</u>	Sheerstrake, breadth and thickness	<u>36</u>	<u>1/16 x 2 1/8</u>
if plate iron, breadth and thickness			Butt Straps to outside plating, breadth and thickness	<u>9 1/8</u>	<u>1/16 x 1/16</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft			Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>18</u>	<u>1/16 x 1 1/2</u>
Frames, Size of Angle Iron, single or double	<u>9/16 x 3</u>	<u>2 1/2</u>	Angle Iron on ditto	<u>9/16 x 3</u>	<u>1/16 x 3 x 3</u>
Reversed Iron to every frame	<u>1/16</u>	<u>2 1/4</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>9</u>	<u>1/16 x 2 1/4</u>
and every other frame	<u>1/16</u>	<u>2 1/4</u>	Diagonal Tie Plates on ditto	<u>9</u>	<u>1/16 x 2 1/4</u>
Floors, depth and thickness of Floor Plate at middle line	<u>15 1/2</u>	<u>1/16 x 14</u>	Planksheer, materials and scantlings	<u>Iron Bulwarks</u>	
Ditto ditto at Bilge Keelson	<u>4</u>	<u>1/16</u>	Waterway ditto ditto	<u>6 x 11 1/2</u>	
Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	<u>1/16</u>	<u>2 1/4</u>	Flat of Upper Deck, thickness and material	<u>2 1/2</u>	<u>2 1/2</u>
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	<u>9/16</u>	<u>6</u>	how fastened to Beams	<u>Butt & forew Bolts</u>	
double single Angle Iron, on Upper edge	<u>1/16</u>	<u>2 1/4</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/4</u>	<u>Red Pine</u>
average space between	<u>3.6</u>	<u>3.6</u>	Clamps or Spirketting ditto	<u>1 1/2</u>	<u>Battered</u>
Hold, or Lower Deck (N ^o .)			Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>10</u>	<u>1/16 x 12 1/4</u>
double Angle, Tee, Plate, or Bulb Iron			Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
single Angle Iron	<u>9/16</u>	<u>3</u>	Stringers in Hold	<u>9/16 x 3</u>	<u>3 x 3 x 6/16</u>
average space between	<u>3.6</u>	<u>3.6</u>	Flat of Lower Deck, thickness and material	<u>1 1/4</u>	<u>3 1/2</u>
Paddle, sided and moulded, thickness of Plate size of Angle Iron			Main piece of Rudder, diameter at head	<u>3 1/4</u>	<u>3 1/2</u>
Engine			" " " at heel	<u>2 1/8</u>	<u>2</u>
Keelson, single or double plate, box, or intermediate	<u>10</u>	<u>1/16 x 9 1/4</u>	(Can the Rudder be unshipped afloat)	<u>No</u>	
Size of Plates	<u>9/16</u>	<u>3</u>	Bulkheads, N ^o . <u>4</u> Thickness of <u>1/16</u>		
Size of Angle Irons	<u>9/16</u>	<u>3</u>	Height up <u>to Main Deck</u>		
Side, single or double plate, box, or intermediate	<u>9/16</u>	<u>3</u>	how secured to the sides of the ship	<u>Riveted between Fore & Aft</u>	
Bilge (N ^o .) at each Bilge, single, or double plate, or box	<u>9/16</u>	<u>3</u>	size of vertical angle irons and their distance apart	<u>30 inches</u>	

Transoms, material Iron Plate or, if none, in what manner compensated for.
 Night-heads, and Hawse Timbers Iron frames
 The Frames extend in one length from Middle line to Gunwale rivetted through plates with (1/4 in.) rivets, about (5") apart.
 The reverse angle irons on the floors extend in one length across the middle line from Hold Room to Middle line
 " " on the frames " " from Middle line to Gunwale
 Keelson, how are the various lengths of plates or angle irons connected? By Lining Pieces
 Plates, Garboard, double or single rivetted to keel, double or single at upper edge, with rivets (1 1/4 ins.) diameter, averaging (1 1/2 in.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (2 1/4 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (1/16 x 1/16) thick, double or single rivetted; with rivets (1/4 in.) diameter, averaging (2 1/4 ins.) apart.
 Do the butt straps lap over and rivet through the lands of the strake below? No
 Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (1/16 in.) diameter, averaging (2 1/2 in.) apart.
 Do the butt straps lap over and rivet through the lands of the strake below? No
 Edges of Sheerstrake, double or single rivetted? At upper edge Single At lower edge Double
 Butts from bilge to planksheers, worked carvel with butt straps (1/16 x 1/16) thick, double or single rivetted; with rivets (1 1/4 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (1 1/2 in.) Breadth of laps in single rivetting (3 1/2 in.)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double Rivetted
 Planksheer, how secured to the plating of the sides { Explain by sketch } Iron Bulwarks
 Waterway " " planksheer and to the Beams { if necessary. } Butt and forew Bolts
 Deck Beams, how secured to the side? Plate rivetted to the frames
 Hold or Lower Deck ditto Ditto
 Paddle " " X No. of breasthooks 3 crutches 3
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Darkhead
 Manufacturer's name or trade mark X

I hereby certify that the above is a correct description of the several particulars therein given.

Surveyor's Signature Anderson Coulter & Co

465 5 Iron

Workmanship. Are the lands or laps of the cleanchwork in all cases in breadth at least five and a half times the diameter of the rivets in doubt rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Do the fillings between the ribs and plates fill in solid with single pieces? are they in short lengths of various thicknesses? Yes

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in Corners of Butts

Her Masts, Bowsprit, Yards, &c., are in Wood Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.				
N ^o .		<u>Tested by R. H. Pease 9 March 1866</u>	Fathoms.	Inches.	Tested to Tons.	<u>Tested by R. H. Pease 9 March 1866</u>	N ^o .	Weight. Ex. Stock	Tons.
1	Fore Sails,	Chain	180	1 1/2	28 1/2	1	11.1.15	12 1/2	
2	Fore Top Sails,	Hempen Stream Cable				2	2.1.0		
3	Fore Topmast Stay Sails,	Hawser <u>Merrill's</u>	120	4			10.0.15		
4	Main Sails,	Towlines	90	5		Stream,	2.0.16	12.3.	
5	Main Top Sails,	Warp	90	3 1/2		Kedges,	4.2.4	6.15.	
		All of <u>Good</u> quality.					2.2.0	4.11.	

Her Standing and Running Rigging Tested by R. H. Pease 9 March 1866 sufficient in size and Good in quality.

She has Three 330 Long Boat and Whole Boat Tested by R. H. Pease 9 March 1866 with screw propellers with Power Engine

The present state of the Windlass is X Capstan New and Rudder New Pumps New and efficient

Order for Special Survey	DATES of	1st.
No. <u>431</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought <u>Built under</u>
Date <u>12 Jan 1866</u>	while building	2nd. On the plating during the progress of rivetting <u>Special Survey from the</u>
Order for Ordinary Survey	as per	3rd. When the beams were in and fastened, and before the decks were laid <u>20 January 1866</u>
No. <u>X</u>	Section 18.	4th. When the ship was complete, and before the plating was finally coated <u>the 12th April 1866</u>
Date <u>X</u>		5th. After the ship was launched <u>✓</u>

State if she has a Spar Deck No Poop Raised Deck Forecastle Yes

General Remarks,

The keel was raised up to Hold Beam Monitor.
The Hold Beams are 5' 3" x 10' spaced 3' 6" apart.
Fitted with a Steam Crane, and has 3 openings in
bulwarks on each side 10' 2" x 3' 0". The steam trache is 5' 6" x 10"

In what manner are the surfaces preserved from oxidation? Inside Portland Cement and Asphalt

Ditto

ditto

Outside Red Lead and Oil Paint

I am of opinion this Vessel should be Classed A

The amount of the Fee £ 3 : - : - is received by me,

Special £ 10.14 : -
Certificate (if required) £ none

Committee's Minute 17th April 18 66

Character assigned B 1

A J C P



Lloyd's Register
Foundation